

**In the Claims**

Please amend the claims as detailed herein:

1. (cancelled)
2. (previously presented) The connection according to claim 9, **characterized** in that the length of each of the plates is long enough to avoid the risk of self-locking.
3. (previously presented) The connection according to claim 9, **characterized** in that the length of each of the plates is at least 50% larger than the thickness of each disc.
4. (cancelled)
5. (currently amended) The connection according to claim 9, **characterized** in that the plates of each of the at least ~~one~~ two brake discs are received one in every n-th tooth gap of the hub, where n is the number of brake discs of the disc brake.
6. (currently amended) The connection according to claim 9, **characterized** in that the plates of each of the at least ~~one~~ two brake discs are received one in every second tooth gap of the hub.
7. (cancelled)
8. (currently amended) The connection according to claim 9, **characterized** in that the circumferential length of each of the plates of the at least ~~one~~ two brake discs exceeds the circumferential length of the teeth of the hub.

9. (previously presented) A connection between at least two brake discs and a hub of a disc brake, in which each of the at least two brake discs is positioned slidably and non-rotatably on the hub, ~~characterized~~ in that each of the at least two brake discs includes a plurality of plates attached on an inner periphery, each of the plates having a length in the axial direction of the hub exceeding the thickness of a corresponding one of the at least two brake discs, each of the plates being received in a corresponding one of a plurality of tooth gaps disposed on the hub, the plates of adjacent discs of the at least two brake discs being not placed in the same tooth gaps and that they overlap in the axial direction when they are positioned on the hub.

10 - 12. (cancelled)

13 – 16. (cancelled)